

Application No. 10/582,700
Reply To Office Action Dated April 16, 2008
Response Dated July 16, 2008

In the Specification:

On page 1, delete the paragraph on lines 23 -25.

On page 7,

By means of a connection line 30, the first hollow chambers 26 of the panels 18 are in flow connection with the second hollow chambers 32 which are provided in the floor panels 34 of the cargo hold door 24. The floor panels 34 are extruded profile elements similar to the panels 18 of the floor 20. The second hollow chambers 32 in the example illustrated end into the aircraft fuselage 10. Figure 1 shows feed lines 33 and 35, respectively, for connecting the first hollow chambers 26 and the second hollow chambers 32 to the engine for receiving hot bleed air.

One page 7,

In the areas between the supports 36, a layer of insulation material 42 is applied to the lower side of the panels 18 which is considerably thicker than the layer 40 of rigid insulation material. The insulation material 42 does not need to be rigid because it does not have to withstand pressure. The insulation material 42 can, for example, be elements made from polyurethane foam or any other foam suitable for heat insulation which are stuck onto the panels 18. It is also possible to incorporate the layer of insulation material 42 with the panels 18, for example by means of co-extrusion. In order to further improve the insulation properties of the insulation material 42, the outer side of the insulation material 42 which is not in contact with the panels 18 can be covered with a layer 44 of highly-reflective material.

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If desired, as shown in figure 2, conventional electrical heating mat 43 can also be positioned below the panels 26.

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As is clear from the above functional description, both the floor 20 and the floor panels 34 of the cargo hold door 24 are heated to a pleasant temperature by the warm electronics waste air. If the electronics waste air available is insufficient with regard to temperature and quantity for the heating of the floor 20 and/or the floor panels 34, hot engine bleed air can be admixed. If desired, as shown schematically in figure 3, a ventilator 39 may be used to generate a forced flow through the first hollow ventilator 26.